

was an invalid. The loving care James conferred on her and the children lives in the memory of his family and friends. She passed away on October 29, 1907.

On February 27, 1913, James married Violet McNiven, daughter of James and Lydia McNiven. She died May 25, 1933.

James was a big, genial man, a good friend and neighbor, always ready to contribute time and money to any worthy cause.

He passed away in Salt Lake City, January 12, 1936, and was buried in the family plot in Heber City Cemetery.

ALVA M. MURDOCK



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However, Joseph Murdock's organizational ability was too valuable to the Church to allow him to enjoy the comparative ease and security of the then well-established Heber City, and once more came the call to assist in colonizing, this time in southern Nevada in what is known as the Muddy Mission. So, in 1867, the Murdock family moved to the south, settling near the town of Moapa on the Muddy River.

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tures there included a livery stable business and a stage line to Park City. And when the Denver & Rio Grande Railroad built a branch line into Heber in 1899, it broadened the market for livestock and he took a great many selling trips East, besides supplying Park City markets with beef.

His family, too, was increasing. His first daughter, Hannah Elizabeth, was born October 30, 1878, and died a year later. Ida Josephine, now Mrs. Oscar A. Kirkham, was born July 10, 1880, followed by two other daughters, Dora and Vern.

It was in 1885, when Vern was still a little girl, that Alva decided to establish a trading post at Whiterocks and took his wife and three daughters there to live. While he operated the trading post, his wife ran a boarding house for officials of the government agency. This took much of Mrs. Murdock's time and sometimes for the entire day little Vern would be taken over by the Indians.

The keen understanding of the Indians by Joseph Stacy Murdock—his father—seemed to have been passed on to the son Alva, for he stood in good stead both in his trading with the Indians and in his many associations with them. The Indians learned to consider him a friend and adviser, and held him in so much respect that in all the years he has run cattle in the basin it has never been proven that any Indian ever killed or stole a Murdock animal. He spoke and understood their language and they regarded each other as friends.

Then came the move to the basin to establish his permanent home when it was thrown open to homesteaders in 1905. By this time he was well known and established, both in Heber and in the basin, among whites and Indians alike. He was a man of resources and accomplishments, able to see and grasp opportunities and with the resourcefulness to carry through his projects.

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In the meantime, many of his large family had been married and were living in homes of their own, some in the basin and others scattered about Utah and other states.

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HOW BEAUTIFUL UPON THE MOUNTAINS



The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

Alva Moroni
Murdock &
James Stacy
Murdock



John Henry Luke
& A C Hatch



Laban HyCton

Wm Coleman

1/2 to Joseph
4.

above is allegedly
the descent
of ownership

At the ball park, the playing field was roped off with a large wire rope cable and spectators were taught to respect the player's domain. For years "Old Uncle" John Crook, an original pioneer then in his 80's, would sit by the steel rope cable in right field, and seldom missed a game. The brass band had the best seats in the grandstand and occasionally a baseball would go through the chicken wire net and foul off the bass horn.

During baseball season the club generally played two games a week, one at home and one away. It was quite a sacrifice for the players and those for whom they worked since a lot of traveling and practice time was required.

The clubs of the Twenties in Heber didn't have to rely on horse-drawn hacks for transportation, but went in style in automobiles furnished by Laban and Joe Hylton who were the transportation committee and chauffeurs.

The ball club prospered during the 1920's. It won division championships in 1922 and 1923. However, when the depression hit in 1929 the baseball team broke up and was never re-established on quite the same basis.

Managers of the Heber Eagles during the golden years of 1920 to 1929 were Andrew Murdock, F. C. Montgomery, Jess Hiatt, Add Averett, Alva Murdock and Bill Anderson. Alfred Sharp was the official scorer.

The players most remembered included Wallace Nelson, Pharis Murdock, Frank Sweat, Elliot Giles, Glen Nelson, Arthur Murdock, George Stanley, Clayton Montgomery, Virgil Fraughten, Bert Bonner, Tom Tadd, Clarence Murdock, Earl Montgomery and Ray Nelson.

The entire community supported the team, but some of the top supporters included John Anderson, Moroni Moulton, J. W. Giles, Della Murdock, James Ritchie, William Wilson, Ab Giles and John Wall.

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Alva Moroni Murdock
Wasatch Livery & Feed Stable

... AND THE BARREN PLACE IS A FRUITFUL FIELD

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The Heber Eagles, popular team of the 1920's. Pictured here, left to right, standing, Elliot Giles, Frank Sweat, Pharis Murdock, Francis C. Montgomery, Emer Murdock, Virgil Fraughten, Ray Nelson, George B. Stanley, Clarence Murdock, Douglas Giles, Wallace Nelson and Jesse Hiatt. Seated in front are Moroni Moulton and son Rulon and John Anderson.



The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.



WASATCH LIVERY STABLE

The Wasatch Livery Stable was established in 1892 by the Murdock Brothers. It was purchased by A. C. Hatch and John H. Luke in March, 1893, who, under the management of Mr. Luke, continued the business for twelve years, closing out in March, 1905, to Thomas Clotworthy and Laban Hylton. Since the death of Mr. Clotworthy, Wm. Coleman has purchased a third interest and the business now belongs to the Clotworthy estate, Hylton and Coleman with Mr. Hylton as manager.

They do a general livery, feed and sales stable business. For the livery trade they have a fine line of vehicles, consisting of buggies, carriages, wagons, cutters, sleighs, etc. Also twenty head of good, trusty and gentle horses, that are kept well groomed and ready at a moment's call.

The business is well located in the heart of the city and is a great convenience to the traveling public, and the people generally.

east side of Main street between First and Second North streets. It is a commodiously arranged building, the main barn being 30 by 32 feet long with sheds attached, and stall room for thirty-six head of horses. There is also a large yard with wagon sheds adjoining and hydrant water and hose handy.

They carry on a general transfer business carrying passengers, baggage, etc., to and from all parts of town. They meet all incoming and connect with all outgoing trains with comfortable riding and conveniently arranged transfers.

This is one of the progressive and prosperous business concerns of the city and is a great convenience to the traveling public, and the people generally. The patronage they receive and the improvements they are making in their buildings and stock from time to time, speak louder than words.

of the financial condition of the business of the city for the year 1908.

West
Muir
Livestock
438-440



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